

## RAILROAD NEWS FROM ALL POINTS

Chase City Wants to Tap the Tidewater Line to Get Competition.

### VIRGINIA TRUCK IN NEW YORK

Railways Building Depots and Buying Locomotives—Freight Jam Easing Up.

The people of Chase City and immediate section have been interested in a scheme to build an electric line from Chase City to a point some eighteen or twenty miles distant to connect with the Virginia Railway, better known as the new Tidewater line, which is the course of construction. The Chase City people have a two-fold object in view. First, the building of a competing line, and second, the development of a splendid new lumber and farming territory that in the nature of the case would make Chase City its trading and banking headquarters.

The Southern Railway Company has awarded Wells Brothers Company, of New York, the contract for the erection of a new passenger station at Chattanooga, Tenn. The work upon this structure will be commenced at once, and the cost of the building is estimated between \$350,000 and \$400,000.

On Monday last the Old Dominion Steamship Line and the Pennsylvania Railroad landed in the New York market 48,535 barrels and crates of vegetables from Southern points, mainly Virginia and North Carolina. These were made up of cabbages, potatoes, beans, peas, cucumbers, tomatoes and miscellaneous small vegetables.

The Virginia and Southwestern has placed an order with the American Locomotive Company for three consolidation locomotives. They will be built at the Richmond Works.

At the general offices of the Baltimore and Ohio Railway in Baltimore yesterday authoritative denial was made of the report that the company has secured control of the Central of Georgia road.

Tennessee Coal, Iron and Railroad Company has declared regular quarterly dividends of two per cent. on preferred stock and one per cent. on common, payable August 1st.

There is an easing up in the tonnage movement over eastbound lines, but it does not apply to all lines of traffic. In some there is a heavy traffic and others a reduced volume. In all it is about as large as the railroads like to have at this season, and is keeping them comfortably busy. Traffic is about evenly divided between east and westbound, but the latter has the best of it. There is a falling off in the calls for refrigerator cars, and most of the roads have a small surplus of them. Of box cars there is no surplus, although they are in better supply than for months.

### STOCKS AND BONDS.

Business Picks Up and Dealers Are More Cheerful.

The stock and bond investors of Richmond are beginning to take interest in things again. For the past two days the market has been behaving more to their liking. This was especially true yesterday. The market, which started in earnest Monday afternoon on the New York stock market, continued during yesterday, and the market was strong from opening to closing. The last hour heavy profit-taking caused some slight reaction, but these sales were well covered, and before the close the market was again as strong as it had been at any time during the day.

Union Pacific was the leader in the advance, but the whole list shared well in the strength of the leader. The news from foreign markets was positive of a recovery and emboldened the bulls. The sales were larger yesterday than they have been any day for a month in Richmond and in other markets.

A New York telegram, addressed to a Richmond investor, said: "It cannot be said that the situation is materially changed, but the market seems thoroughly sold out, and it takes but a moderate amount of buying to put prices up quite sharply. Altogether the market looks and looked better than it has for a long time."

As the time draws near for the July disbursements and call money continues to hang around three per cent., less nervousness is felt about the possibility of a squeeze in money. It seems generally accepted in banking circles that the gold export movement is checked temporarily at least. The foreign exchange market is easier, with sales twenty points off from Monday.

**Bankhead Is Appointed.** MONTGOMERY, Ala., June 25.—The commission of John H. Bankhead, as Senator from Alabama to succeed John T. Morgan, deceased, was today signed by Governor Comer. The election of Senator Bankhead will take place early in July, the appointment of the Governor holding only to that time.

**Captain Lamb in Washington.** (From Our Regular Correspondent.) WASHINGTON, D. C., June 25.—Representative John Lamb was here today attending some matters at several departments.

## GREAT VIADUCT TESTED AND IS DECLARED TO BE SUCCESS



LONGEST CONCRETE SPAN IN WORLD OVER CLAY STREET.

The long viaduct over which the Richmond and Chesapeake Bay Railway cars will enter the city was thoroughly tested yesterday morning, and the verdict of the experts is that the work is a complete success in every way.

The test was made under the general supervision of Mr. J. H. McClure, the chief engineer of the road. A number of other engineers and experts were present, among them being Mr. T. B. Pournier, representing the manufacturer who furnished the steel reinforcement used in the construction, and Mr. William Gibson, Jr., representing Contractor J. T. Wilson.

Two long flat cars were filled with as many steel rails as they could hold, and a large steam locomotive was attached to them. The weight of the loaded cars and the engine was something over 500,000 pounds. This heavy train was run over the full length of the viaduct backward and forward seven times, and at various rates of speed. There was no strain whatever on the viaduct, and not as much deflection as had been allowed for by the engineers in charge of the work.

The construction of this viaduct has attracted the attention of experts all over the country. Journals and magazines devoted to civil engineering and others which give special attention to concrete and steel structure have sent special correspondents to Richmond from time to time to report on the progress of the work, which is considered one of the greatest feats in modern railway construction yet to be attempted in this country.

The part of the viaduct in which these experts took the greatest interest is the span across Clay Street, which is the longest span of its kind ever attempted anywhere in the world, being 87 feet 5 inches centre to centre, and depth of girder 70 inches. There has never been a doubt on the part of the engineering authorities that the Clay Street span would stand the test and do the work, but because it is in all respects a very remarkable development of civil engineering, the test of yesterday was watched all over the country.

The engineers whose designs and calculations had been approved by some of the most prominent experts in the country, had allowed for a deflection of from one to one and a quarter inches, but the test yesterday at the Clay Street span, and at other points on the long viaduct was never over one-sixteenth of an inch.

Everything was reported quiet around Henrico Courthouse yesterday. The fans buzzed, the flies whizzed and the noise of scratching pens were the only signs of life about the building. From the barred window of the jail next door a dusky-faced prisoner was gazing at the old court-metee by his mellow tones. The candidates for office and the professional politicians were all out in the harvest fields trying to get in a word with the voters, who at this season of the year are too busy to come to political meetings.

Monday court will meet, and things will begin to move about the courthouse once more. On Tuesday the Board of Supervisors will hold its July session for the consideration of a number of important matters, including the improvement and opening of several roads. Altogether, it looks as if next week will be a much more lively week about the courthouse than this one is proving to be.

The only man about the courthouse who seemed to have a grievance was Mr. Charles W. Childrey, the well-known Commissioner of Revenue for Brookland District. An afternoon paper on Monday published the paragraph which told of a small white boy in the police court, in which the boy said Mr. Childrey treated him cruelly. Mr. Childrey positively denies the charge, saying that both he and his family have been uniformly kind to the boy while he was under their charge. The boy, whose name is Samuel Edwards, and who says he comes from Coveseville, Va., although only twelve years old, is said to be incorrigible. It seems that several good homes have been secured for him, none of which he has been entering in. He is now under the charge of Dr. Maybree, of the Children's Home Society.

### A City Unique.

The vets deserve their good time, and Richmond deserves the magnificent monuments which make her one of the most remarkable cities in the world. For Richmond is not only the richest city in historic interest in the new world to-day, she can point to the largest set of statues, equestrian and pedestrian, composed altogether with the single exception of Davis, of the State of which she is the capital, of any city in the world. What other State capital can boast of such a group? The Washington Monument, every name in the group being a great name and every one a Virginian. And then Lee and Jackson and Stuart and Sherman, Meade and Grant, Fitz Lee and Jefferson and others. What a galaxy for the capital of one State! And yet the roster isn't half complete.—Northern Neck News.

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